

### **Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

### **Listing of Claims:**

1. (Currently amended) A parking lock mechanism for an automotive transmission by which a transmission shaft mounted with roller bearings is lockable with respect to a transmission housing, comprising:

a roller bearing outer race;

an arrangement configured to connect the roller bearing outer race in a form-fitting, rotationally fixed manner to the transmission housing; and

an axially displaceable body connectable in a rotationally fixed manner to the transmission shaft, the axially displaceable body lockable in a form-fitting and rotationally fixed manner directly with the roller bearing outer race.

2. (Original) The parking lock mechanism according to claim 1, further comprising a locking mechanism that is locked when the parking lock mechanism is engaged, the roller bearing outer race including a gearing arranged on an end face inside the transmission housing configured to rotationally fix and form-fittingly connect to the axially displaceable body.

3. (Original) The parking lock mechanism according to claim 1, further comprising a roller bearing pair including the roller bearing outer race, the roller bearing pair supporting the transmission shaft in an X arrangement, the roller bearing outer race including a gearing configured to rotationally fix and form-fittingly connect with the axially displaceable body arranged on an inside of the X arrangement.

4. (Currently Amended) The parking lock mechanism according to claim 3, wherein the gearing is arranged on the inside of the X arrangement ~~on an end face~~.

5. (Previously presented) The parking lock mechanism according to claim 4, wherein the arrangement includes a pin connection including multiple pins configured to form-

fittingly and rotationally fixedly connect the roller bearing outer race with the transmission housing, the transmission housing including a light metal cast part.

6. (Currently Amended) A roller bearing outer race, comprising:  
an arrangement configured for form-fitting torque transmission to a transmission housing; and  
a gearing arranged on [[a]] an end face of the roller bearing outer race engageable with a corresponding gearing.

7. (Original) The roller bearing outer race according to claim 6, wherein the roller bearing outer race includes a component of an angular roller bearing forming an X arrangement with a second angular roller bearing to support a transmission shaft, which is lockable with respect to the transmission housing, the gearing of the roller bearing outer race arranged on an inside end face with respect to the X arrangement.

8. (Original) The roller bearing outer race according to claim 7, wherein the arrangement configured for form-fitting torque transmission includes a pin connection.

9. (Currently Amended) A roller bearing outer race, comprising:  
means for form-fitting torque transmission to a transmission housing; and  
a gearing arranged on [[a]] an end face of the roller bearing outer race engageable with a corresponding gearing.

10. (Currently amended) A parking lock mechanism for an automotive transmission by which a transmission shaft mounted with roller bearings is lockable with respect to a transmission housing, comprising:  
a roller bearing outer race;  
means for connecting the roller bearing outer race in a form-fitting, rotationally fixed manner to the transmission housing; and  
an axially displaceable body connectable in a rotationally fixed manner to the transmission shaft, the axially displaceable body lockable in a form-fitting and rotationally fixed manner directly with the roller bearing outer race.